<u>Amendments to the Claims</u>:

The listing of claims will replace all prior versions, and listings, of claims in the application.

<u>Listing of Claims</u>:

1-6.   (Canceled)

7.   (New) A method for operating an internal combustion engine having an exhaust gas purification system, comprising carrying out intake air throttling to raise an exhaust gas temperature in a low-load mode and in a traction mode, determining an amount of intake air throttling as a function of an expected load demand so that, with an expected unchanged or decreasing load demand, an increased or maximum possible intake air throttling is set, and, with an expected rising load demand, no or a reduced intake air throttling is set, wherein the expected load demand is estimated based on operating and ambient parameters of the internal combustion engine.

8.   (New)   The method as claimed in claim 7, wherein the internal combustion engine is a motor vehicle engine, and the expected load demand is estimated as a function of at least one of a brake pedal position, a brake pressure, a profile of the brake pedal position and a brake pressure profile.

9.   (New)   The method as claimed in claim 7, wherein the internal combustion engine is a motor vehicle engine, and the expected load demand is estimated as a function of a transmission position.

10.   (New)   The method as claimed in claim 9, wherein the estimated expected load demand is linked to current driving speed.

11.   (New)   The method as claimed in claim 7, wherein the internal combustion engine is a motor vehicle engine, and the expected load demand is estimated as a function of a measurement of the distance from a vehicle traveling ahead.

12.   (New)   The method as claimed in claim 7, wherein the internal combustion engine is a motor vehicle engine, and the expected load demand is estimated as a function of information on at least one of position and location of the vehicle.

13.   (New)   The method as claimed in claim 7, wherein the internal combustion engine is a motor vehicle engine, and the expected load demand is estimated as a function of acceleration spin information.